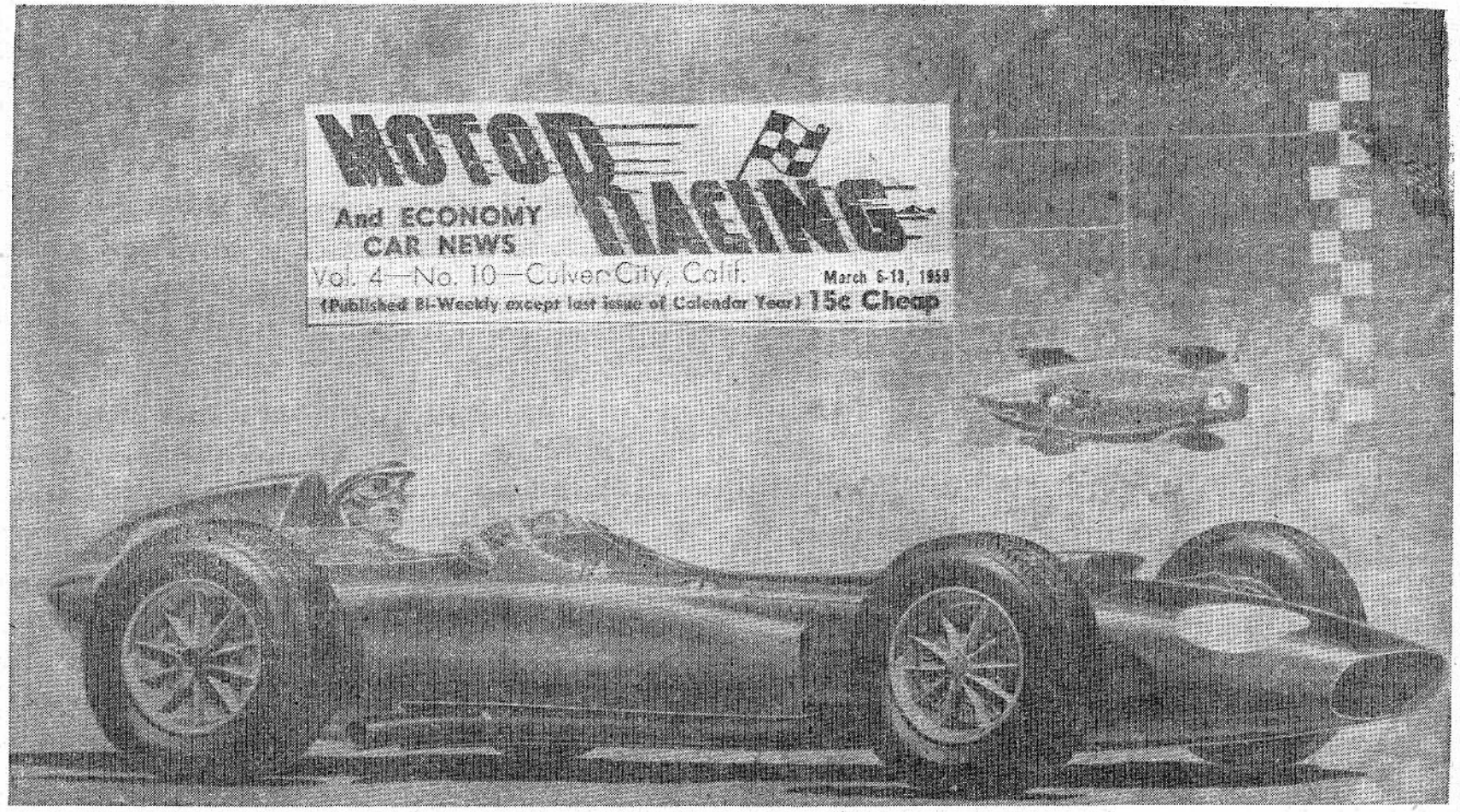
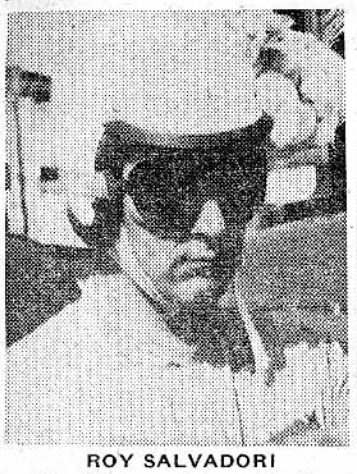
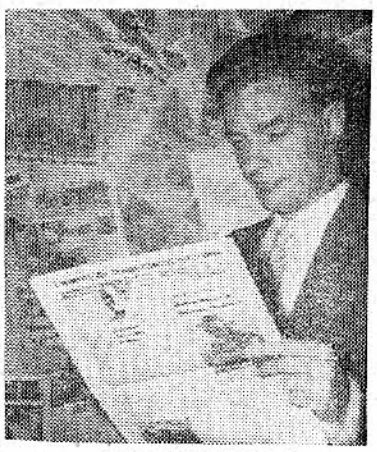

MOTOR RACING
And ECONOMY CAR NEWS
Vol. 4—No. 10—Culver City, Calif.
March 6-13, 1959
(Published Bi-Weekly except last issue of Calendar Year) 15c Cheap

HERE IT IS — The Formula 1 car built by Lance Reventlow for the 1959 season is shown in a splendid drawing by Carlos Diniz. It appears in a brochure designed and produced by Frederick A. Usher and Diniz. The 4-cylinder engine, which operates in a near horizontal position, is the product of the noted engine designer, Leo Goosen. Original plan was to have the car ready for Monaco Grand Prix at Monte Carlo, May 10, but it will not be finished in time. Delay is in the engine. It may be ready for the Dutch GP, May 31, or the Belgian GP, June 14. For other photos and details, please turn to Page 10.

Star-Studded Field Goes in $15,000 Grand Prix



ROY SALVADORI
England — Aston Martin



RON FLOCKHART
Scotland — D-Jaguar

MAURICE TRINTIGNANT
France — Cooper

WOLFGANG VON TRIPS
Germany — Ferrari

CHUCK DAIGH
U. S. — Buick-Kurtis

MOTOR RACING
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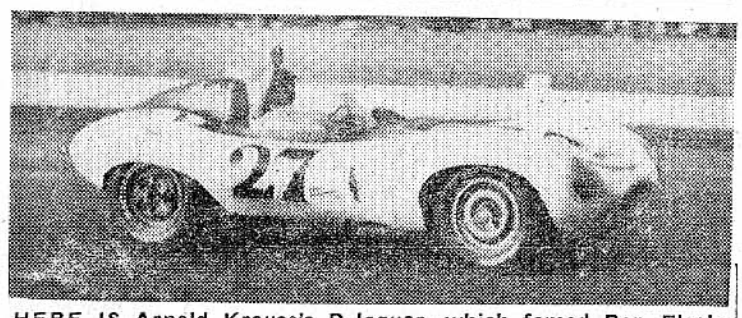
DAN GURNEY
U. S. — Ferrari

CARROLL SHELBY
U. S.—Maserati

TONY BETTENHAUSEN
U. S. — Ferrari



HERE IS Arnold Krause's D-Jaguar, which famed Ron Flockhart, of Scotland, pilots at Pomona this weekend. At the wheel is Bill Krause after taking 3rd overall in Riverside GP last Oct. Bill tools a Maserati at Pomona. (MOTORACING Photo)

Daigh, Kessler Team With Rodriguez Boys

EDITOR'S NOTE—Since news emanating from Sebring, Fla., has been scarce, MOTORACING has had to contact Mexico City and New York on latest developments for the big 12-hr. Int'l Championship Sports car race on Saturday March 21.

(Broadcast Schedule — Page 3)

By FLAVIO ST. GERMAIN

At presstime, MOTORACING learned from Mexico City that the age limit restriction on the famous Rodriguez brothers, Pedro, 19, and Ricardo, 17, had been lifted.

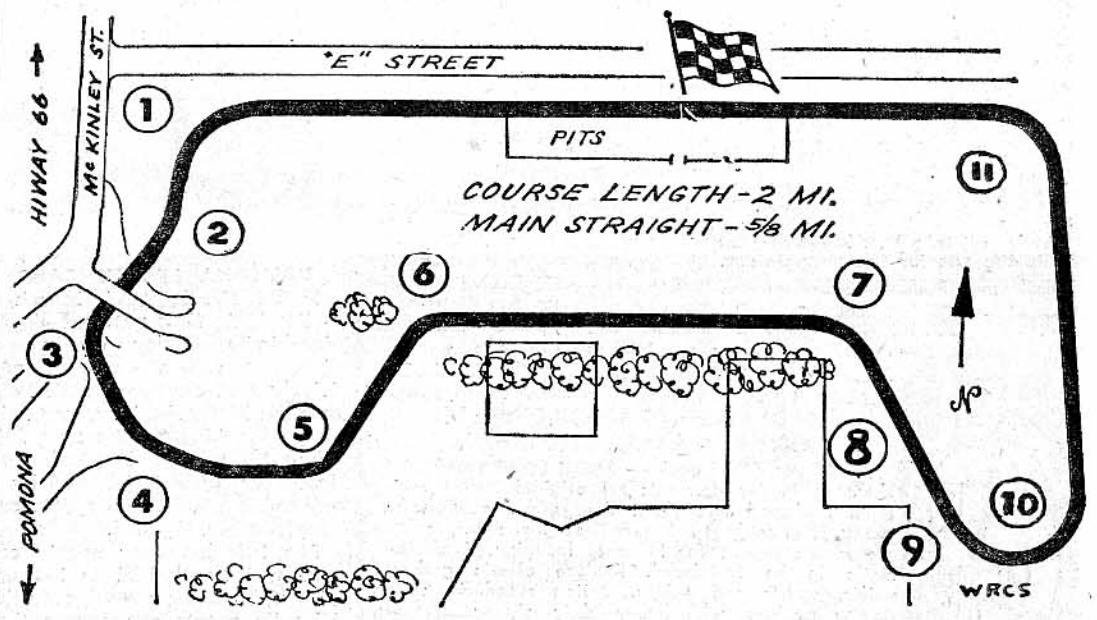
Although they have FIA licenses, they were not allowed to race at Sebring last year, nor in any SCCA races. Ricardo, the

(Continued on Page 8, Cols 2-3)

POMONA RACE ENTRIES

DRIVER	HOME TOWN	CAR
Chuck Daigh	Long Beach, Calif.	Buick-Kurtis
Dan Gurney	Riverside, Calif.	4.9 Ferrari
Wolfgang von Trips	Germany	3.5 Ferrari
Ron Flockhart	Scotland	D Jaguar
Maurice Trintignant	France	Cooper
Skip Hudson	Riverside, Calif.	4.9 Ferrari
Tony Bettenhausen	Tinley Park, Ill.	4.4 Ferrari
Jim Rathmann	Miami, Fla.	4.9 Ferrari
Loyal Katskee	Omaha, Neb.	4.4 Ferrari
Charles Howard III	Woodside, Calif.	2.0 Maserati
Roy Salvadori	England	4.0 Aston Martin
Bob Oker	Whittier, Calif.	4.2 Aston Martin
Dick Morgensen	Phoenix, Ariz.	3.0 Ferrari
Carroll Shelby	Dallas, Tex.	5.7 Maserati
Bill Krause	Compton, Calif.	4.5 Maserati
Carlyle Blackwell	Hollywood, Calif.	D Jaguar
Gordon Glyer	Sacramento, Calif.	2.0 Ferrari
Ed Vincent	Sacramento, Calif.	2.0 Ferrari
Jack Nethercutt	Los Angeles	2.0 Ferrari
Wayne Weiler	Phoenix, Ariz.	Corvette-Lister
Jim Hall	Dallas, Tex.	Corvette-Lister
Paul O'Shea	Rye, N. Y.	Saddler Chevy Spl.
Bruce Kessler	Beverly Hills, Calif.	Saddler Chevy Spl.
Mickey Thompson	El Monte, Calif.	Cad-Kurtis
Ak Miller	Whittier, Calif.	Chevy-Devin
Billy Cantrell	Anaheim, Calif.	Meyer-Drake
Joe Playan	Culver City, Calif.	Porsche Spyder
Ken Miles	Hollywood, Calif.	Porsche Spyder
Sam Weiss	Sacramento, Calif.	Porsche RSK
George Amick	Rhinelander, Wis.	Chevy-Mercedes Spl.
Bill Dixon	Canoga Park, Calif.	Chrysler-Kurtis
Frank Livingstone	Pasadena, Calif.	Eliminator
Bob Drake	Los Angeles	2.0 Cooper
Max Balchowsky - Eric Hauser	Hollywood, Calif.	Buick Special
Eb Rose	Houston, Texas	Maserati
Hal Uhlrich	River Forrest, Ill.	4.5 Maserati
Jerry Unser	Colorado Spring, Colo.	7.0 Olds Spl.
Bill Leyden	Los Angeles	OSCA
Leon Robertson	Sacramento, Calif.	Porsche Special
Don Hulette	Los Angeles	Corvette Special
Ray Crawford	El Monte, Calif.	Olds V8-Kurtis

Pomona Course: 2 Miles, 11 Turns



Top Europe and U.S. Pilots at Pomona

Behra Misses $15,000 Race

By far the best array of sports car racing talent ever assembled in Amercia — the cream of U.S. and European drivers — compete in a 150-mile International Grand Prix race Saturday and Sunday, March 7-8, at Pomona Fairgrounds.

They will be competing for a $15,000 pot, with $4500 due for the overall winner. The big race, 75 laps over a tight 11-turn, 2-mile course, starts at 2:45 p. m., Sunday.

There are some 46 entries, but this field must be reduced by 10 through qualifying Saturday morning.

Amateur races are on tap for Saturday afternoon, with half-hour production car races Sunday morning.

(Continued on Page 6, Col. 2)

On the Inside

Interest is running wild for the big 1st National SCCA races of the 1959 season to be presented by the Gulf Coast region at Pensacola, Fla., April 3-5.

One of the top entrants for the main event is Fred (Pinky) Woodridge of Washington, D.C. He recently bought one of Lance Reventlow's Scarab engines and will race it in a Lister.

Races are tied in with the mammoth Fiesta of Five Flags celebration.

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NO PALM SPRINGS

At presstime, it was learned the LA SCCA races, slated for Palm Springs April 4-5, had been cancelled. A circus was scheduled by the PS Chamber of Commerce for that weekend.

Vignettes

- Snapper - Wrappers
- Appearance Money
- Q. & A. Dept.

By Gus V. Vignolle

THANK GOODNESS for the Snapper-Wrappers. Without them and the tranquilizers, a guy could blow his top with ease.

The No. 1 crackpot statement was in a morning Snapper-Wrapper. Top this for a dogmatic utterance: "The best automobile driver in the country is . . .Tony Bettenhausen . . ."

Then this nifty on friend Gordie Glyer, from up Sacramento way: "Glyer, a consistent conten-

(Continued on Page 3, Cols. 1-2)

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

WE KNOW that it will sound as though Rod Bowers has been talking to us lately, but it actually was that bearded weirdo, Jim Mourning. Ugh, how can anybody stand to grow a disgustig beard, I mean really, Mabel. The scene, as it very frequently is, is the bar at the Grand Prix.

JIM: Say, there, WRC, you've got a brain or two behind that handsome, bronzed exterior. Tell me . . . what weighs a thousand pounds, is colored yellow and flies around going "Tweet-tweet"?

WRC: Whaaa?

JIM: (In hirsute hysterics) Two 500-pound canaries!

WRC: Whaaa?

Conversation Piece

The night that Ruth Levy and Hans Tanner had the party for Ron Flockhart at the G. P. (Coo, Mabel, talk about name-dropping) we overheard Tanner saying to Flockhart, as he led him across to the bar to meet some chap or other, "This fellow wants to meet you very badly, Ron, but I'm afraid he thinks you're Frank Lockhart."

Say, have you been noticing all these last few lifetimes how Detroit, as well as the rest of commercial U. S., likes to make people think (well, not really think) that production line products are somehow made by little old men in leather aprons who fit every piece by hand? We worked on an auto assembly line one time, lasting exactly one and one-half days, and this lovingly produced, skilled artisan bit is something we just don't dig, if you'll allow us to coin an expression.

What all this jazz is leading up to is the ads for the new Detroit cars, produced at the rate of one every minute and 20 seconds from each of Lord knows how many zillion productions line, real pieces of bent tin, with doors that don't fit and the whole show. So, what is cheapest model called? "The Custom Handcrafted Executive Sportsman."

MOTOR RACING

And Economy Car News

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LETTERS TO THE EDITOR:

Little Cars Harpooned

HE HATES EVERYTHING

A short time back I saw something involving these little cars that did not set so well with me. And I have a good hunch to notify the police.

I stopped my car during a pretty bad accident involving a car on one of these rallies. A person was injured. Immediately I heard some of the drivers say: "Get rid of those numbers before the cops come."

I investigated and found out that this is a common practice whenever an accident happens during a rally. I found out that this is done so the insurance companies will not balk on taking care of auto damage. It may also involve insurance for injured parties, so far as I know.

In other words, no insurance if something happens on a rally; but there is insurance if the mishap happens during a "normal Sunday drive". So what do these people do? They remove the car numbers and hush up on all talk having to do with a rally. Then the insurance companies will kick through.

I hate insurance and I think most of it is a racket, but I think this practice is even sneakier. These people should be man enough to declare under what circumstances the accident happened.

Next time I'll tell the cops; and knowing and hating cops, too, I know they'll scream the facts to the insurance company.

Then maybe there wil be no more rallies. And I think this will be wonderful, because these little cars, in their silly Sunday processions, just clutter up the roads and make it difficult for us normal human beings.

Oscar J. Templeton
Ocean Park, Calif.

'CALIF. COMPLICATIONS'

. . . If there is any other problem that you feel the local racing groups have ignored, by all means, do let us know, but I hope that you will realize that there has been a lot of complication regarding the California group in the past. I should bring to your attention that Riverside cleared its penalty matter nearly six months after the original penalty had to be imposed. Another thing you must understand is that the U.S. Committee must go forward with considerable caution. It must also be noted that the original March 7 race had been assigned to Riverside and prior clearance had to be obtained in view of that, particularly if different promoters are involved. It may interest you to note that we are issuing an additional release regarding Pomona which should put the matter in proper focus . . .

Curtis J. Hoxter
For: Automobile Competition Committee for the U.S. (FIA) New York, N. Y.

GUREY CAN'T DRIVE

Why doesn't MOTORACING enter a car at Pomona with Jay Gurey as driver? . . .

Marguerite Allison
Norwalk, Calif.

EDITOR'S NOTE: Jay Gurey, Main St. philosopher and professional letter-to-the-editor writer, does not drive an auto. He rides cabs and busses, seldom walks.

ARIZONA HAPPINESS

Thank you for the article in the last issue. Now if there is anyone who hasn't heard about our rally, it is their own fault! (SCCA Nat'l. Great Canyon rally, April 18-19, Starting in Tucson).

Everyone is wonderful about this thing. The State Highway Patrol is cooperating, distributors are giving special awards, you printed the article—it goes on and on. And that is really the fun of working on a big deal like this.

We are setting up a calendar for Arizona for the year. We have 4 clubs here in Tucson and there are 2 in Phoenix—all terrific—so with a little planning we figure we can have some marvelous events for everyone.

Kay Bird
Tucson, Arizona

Amateurs Can Race at Pomona

February 20, 1959

Dear Gus:

The Contest Board read with interest the blurb on the $15,000 Pomona Race March 7 - 8, which appeared in the MOTORACING of February 6 - 13.

Inasmuch as some SCCA people might be misled by the wording of this article, would you please clarify in your next issue that SCCA license holders may drive in this event as AMATEURS and may accept reimbursement for reasonable expenses in connection with their participation, but definitely may not go for the prize or starting monies without jeopardizing their amateur status in SCCA.

Many thanks.

Sincerely yours,
(signed) John M. Bishop
Secretary, SCCA National Contest Board
Westport, Conn.

IN THE NEWS

DAYTONA SPORTS CARS

DAYTONA BEACH, March 4 — Florida's first national championship speedway car races, featuring the same cars and drivers that compete in the Indianapolis Memorial Day race, will be presented over the new 2½-mile, $3 million Daytona Int. Speedway April 4, followed by a national championship sports car race Sunday, April 5.

The 1000-kilometer sports car race will be limited to 100 entries and will be staged over the 4.5 mile sports car course that incorporates the high banked 2½ mile track plus a 2-mile infield paved road with several hairpin turns.

ELKHART SIGNED

ELKHART LAKE, Wis. —The Int'l June Sprints and Road America "500" have been confirmed for this summer by Road America officials here. The Int'l June Sprints will be held June 20-21 and the Road America 500-miler on Sept. 12-13.

Another racing date has been tentatively planned: a "pro" USAC race for Aug. 1-2. This mid-Summer event will be firmed by no later than April 1.

ASCOT RACES

Parnelli Jones, Torrance, already point-standing leader in 3 different branches of auto racing, tries a 4th division at Ascot Stadium this Sunday afternoon during the sportsman car races.

ROOTES APPOINTMENT

LONDON, Feb. 26 — The appointment of C. N. Galer as general Manager of Rootes Motors (Canada) Limited, as well as his election to the Board of Directors, was announced today by Lord Rootes Chairman of the Rootes Group, manufacturers of Hillman, Humber, Singer and Sunbeam automobiles, and Commer and Karrier commercial vehicles.

SATORI PROMOTES CUSSLER

Election of E. E. Cussler as vice-president and controller of Peter Satori Co. Ltd., Western area distributor for imported cars, was announced this week by Peter Satori, president of the wholesale firm. Cussler, at one time connected with a large West Coast Ford dealership, had also previously conducted his own accounting and tax practice specializing in the automotive field, prior to joining Satori late in 1958.

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These distinctive garments are original Italian racing suits. Preferred throughout Europe for comfort and utility. Not only most practical for races, rallies, are also excellent for informal lounging. Sanforized, made to be laundered. Feature elastic gathered wrists, waists and ankles. Button mandarin collar. Roomy pockets with heavy duty zipper closures. Tailored poplin fabric. Available in: White; Grey; French Racing Blue; Red; Black. Men's sizes only: 36, 38, 40, 42, 44.

IMPORTED ITALIAN
Sala-Sport Racing Gloves
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Newest addition to Sala-Sport's line of driving gloves are the "Sala-Sport Shorties." Features adjustable snap wrist band made of Skin-Soft Italian leather, well ventilated, double leather palms. Available in knit back with brown palm only. Sizes 6½-10 including very small and very large.

MONZA
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Authentic Monza type quick filler caps with large 3½" throat (5" overall dia.). Light alloy construction. Base incuded. And of course, Monza feature of spring-loaded gas seal.

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• Vignettes

By Gus V. Vignolle

NO BIG APPEARANCE MONEY AT POMONA

(Continued from Page 1)

der in sports car dicing, is deemed a cinch to insure rugged competition when the starter greenflags the . . ."

How many consistent contenders who insure rugged competition do you know, Herman?

And for masterful syntax and the King's English, catch this one, from an afternoon Snapper-Wrapper: "A formal presentation of the new director of competition for the United States Auto Club to the members of the press was made yesterday at a luncheon, in the person of **Henry Banks** . ."

* * *

Phil Hill Sidelined

Well, the peasants around Pomona raised hell over the racket, so Friday's scheduled practice was called off. Old Gold Suit couldn't sway 'em. The rule is so many 2-day race meets per year, period.

It's a shame that America's No. 1 sports car driver, **Phil Hill**, will be on the sidelines at Pomona. Some have said he doesn't like the course, others th..t they can't meet his starting money demand.

Actually, the reason is that he has no car. The **von Neumann** Ferrari isn't ready. This is nothing new. I saw him cooling his heels in the pits after flying a couple of thousand miles to Hawaii. And I've seen him sitting around at Paramount Ranch and other courses.

Regarding that appearance scratch, don't believe those rumbles about all those pesos being tossed around. Several US pilots asked for the legal endive, but were told no soap. Some of the car owners were paid expenses.

Tony Bettenhausen is supposed to be the only US driver to cut in — $300. **Ron Flockhart** assertedly got $500, but no airline expense scratch. He stopped off here on his way to Scotland from a race in New Zealand. They say such top names as **Maurice Trintignant** of France, **Wolfgang von Trips** of Germany, and **Roy Salvadori** of England got a couple hundred bucks and maybe their air transportation.

Jim Rathmann was to receive expenses and airline transportation.

There's some terrific talent for this weekend's $15,000 Pomona races — by far the best to date for this neck of the woods. However, much of the machinery is unproven.

Shelby vs Daigh?

Fastest car on the course should be the Edgar-Buell 5.7 Maserati which **Carroll Shelby** will drive. But it has to tote too much fuel and tires will be a big problem. Shell doesn't go easy, either.

Watch **Chuck Daigh** in that Buick-Kurtis. The HP is said to be 419! And **Daigh** is tough anywhere and all the time. Also keep an orb on young **Bill Krause** in the Brumby-Martinez 4.5 Maserati.

Those Saddler Specials are either hot or cold, most of the time the latter. They've been pooping out more often than not.

At this writing the Spring St. odds are 3-1 that **Jean Behra**, the biggest name of all, will not race. This is a rotten shame and an insult to the public after all the cymbal-smashing by that morning paper which is one of the race promoters.

As we said, not-so-hot cars: **von Trips**, possible in an old 4.1 Ferrari, and Trintignant in the old Cooper that **Bob Drake** used to drive.

In short: a top field in questionable machinery on a Mickey Mouse course.

* * *

Match Race Interesting

Understand **Steve Mason** bet **"Doc" Hoppe** that **Shelby** would lace **Elgin Holmes** in that proposed match race. Interest is booming to beat the band on that deal. They hope to make it an added attraction at the Palm Springs SCCA races, when held. "For dough, I'd race **Fangio**," says **Shelby** . . . and smartly, too . . . Terrific color shot of **Bruce Kessler** in a National sports car Snapper-Wrapper. Action was during a pit stop as he leaped out of the Edgar Ferrari at Nassau. But they didn't mention poor **Bruce's** handle . . .

Q. What Ferrari is **Skip Hudson** driving at Pomona? A. It's a 4.9 Monza V12 owned by B&B Intl. race team (**Dr. T. Robert White and Bruce L. Danielson.**) **Skip** is one of the best, won the production car race at Riverside last Oct. He drove Ferraris for **Tony Parravano**, and Corvettes and Porsches. The 4.9 was in only one race in the US . . . believe it was somewhere in Texas. It was imported as a brand new car last September.

Q. Can more than 20 cars race in Grand Prix under present FIA rules? A. The rule is 10 cars per mile. (Seems they exceed that at Indy, with 33 going on a 2½ mile course. And another exception at Pomona — 36 due to go when, technically, the figure should be 20, or almost half as many.)

The Cal Club's Contest Board has banned **Frank Aldhous'** Alfa Romeo Veloce as a class F production model. This was a big winner all year, with prizes (incl. MOTORACING award) to **Frank**. Said **Dick Hayward** of the CB: "Last year many hero drivers were made in illegal cars. This year we are putting a stop to it."

This is said to be one of the 4 special Veloces: there is one in Europe, one was destroyed in a Mille Miglia and one is in No. Calif., but never has run as production job; and, of course, the one Aldhous steered. As it stands now, this model cannot be bought.

Frank says the only (sic) difference from his Alfa and the stock Veloce is that his has aluminum doors, hood and rear deck. Says he doesn't know how many were made, but is a trifle disturbed because they didn't protest it 2 years ago, when it started running, rather than now. At Sebring, in 1956, they had to borrow a stock windshield and top for it, to get it through tech.

This observer certainly salutes **Frank Milne** and **Harry Mann** Chevrolet. **Frank** is the racing manager for the firm and has done a tremendous job in bringing to the fore the accomplishments of the Corvette. Needless to say, practically all the US specials of recent years have been powered by Corvette engines.

SNIPPETS — Few, if any, have have had a good word for FIA ever since it reduced engine size to 1500cc for F1 racing in 1961 Increasing speeds have been blamed for the number of tragedies during the past 2 seasons.

Affable **Ron Flockhart**, the 35-

(Continued on Page 6, Cols 1-2)

WHERE TO BUY MOTORACING

Autobooks, Harry Morrow, 2900 W. Magnolia Blvd., Burbank.

R. Gordon & Co., Inc., 32 E. 59th St., New York City.

Vilem B. Haan, Inc., 10305-07 Santa Monica Blvd., West Los Angeles.

Imported Car accessories, 1101 No. Pacific Ave., Glendale.

MG Mitten, 3044 N. San Gabriel Blvd., So. San Gabriel, Calif.

Jay's Sport Car Accessories, 6055½ Melrose Ave., Los Angeles.

Steen's Power Parts, 19 E. Valley Blvd., Alhambra, Calif.

Chick Leson's Autosports, Ltd., 3745 Broadway, Oakland, Calif.

Magazine Center, 227 E. 4th St. Long Beach, Calif.

Autosport Accessories, 1114 Ocean View Blvd., Whittier, Calif.

Gardena Stadium, Western at 137th St.

New Ascot Stadium, Vermont at 182nd St.

(If your firm wishes to handle single-copy sales, kindly write: Circulation Dept., Motoracing, Box 1127, Culver City, Calif.

Sebring Race On CBS Radio

CBS Radio (KNX, 1070 on your dial, in LA) will carry comprehensive broadcasts of the famous 12-hour Sebring sports car race of endurance, Saturday, March 21. Amoco has made program possible for 3rd straight year.

The race starts at 7 a. m. (Pacific Standard Time), 10 a. m. (EST). Broadcasts will be by such experts as Walter Cronkite and Art Peck, backed by a top-flight crew of 15. Live broadcasts, direct from the Jaguar Tower overlooking the finish line, will be transmitted to the CBS Radio Network at the periods listed below over KNX (for So. Calif. area) and other CBS stations on the West Coast:

PST — 6:55-7 a. m. (start). 8:05-8:15, 9:05-9:15, 10:30-10:40, 3:05-3:15 p. m., 4:10-4:20, 6-6:10, 7:15-7:30 (finish).

Here is the eastern schedule (EST):

9:55-10:00 Rac Kickoff; 11:05-11:15 Progress Report; 12:05-12:15 Progress Report; 1:05-1:15 Progress; 1:55-2:00 Top Three report in the News; 5:30-5:35 Top Three report in the News; 6:05-6:15 Progress Report; 7:10-7:20 Progress Report; 8:15-8:25 Progress Report; 10:15-10:30 Final Results and Presentation of Trophies.

IN ADDITION: Bulletins concerning the progress of the race will be carried as part of the network news programs throughout the day, beginning with the 11 a. m. (EST) News, and continuing on the 12 Noon, 1 p. m., 6 p. m., and 7 p. m. (EST) Newscasts.

Johnny Lail
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A LITTLE cheesecake never hurt anyone — and that's the reason for running this striking photo. Joan Cameron, left, and her sister, Jean Simoneau, of Douglas Aircraft (Santa Monica Div.) SCC, hold trophies awarded for rally sponsored by the club.

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San Francisco Newsletter

Dear Gus

By TOM WILSON

AMATEURS GETTING SMART AND DEMANDING SOME LOOT

DEAR GUS:

There does not seem to be the usual hysteria, by the pro-amateurs, to get aboard the gravy train at the Pomona races. The initial pro-go at Riverside was greeted with glee by a horde of drivers who were sure that the millenium had arrived and their fortunes were to be made.

It was a sad awakening when they realized that the sponsor had cleaned up with a piddling $14,500 purse for the competitors. It was also a sad deal when the "amateurs" realized that a few big names were paid appearance money. Jean Behra was the only big name who appeared in a track-worthy car or even furnished his own car.

Now, at Pomona it seems the amateurs have got smart and the field is demanding appearance money in serious amounts. This creates somewhat of a bind, since Pomona cannot accommodate the Riverside crowd and even the promotion does not seem to be on the same scale.

You know, Gus, even the amateurs can demand expenses and retain their virgin credentials. The book clearly states that the driver can be paid expenses and the owner can pick up a winning purse without the driver going down the road of no return as a pro. That makes it all kopacetic and any combination of owner and driver could do all right for themselves if they just use a little imagination. Why would any of the "amateurs" want to go pro and limit themselves to 2 races a year; it defies our adolescent imagination.

$ For Amateurs

By merely putting the bite on the promoters, the amateurs will have it made. You will notice they have promoters for the pro races and sponsors for the amateur club races. There is a fine distinction. If the clubs would go in for more promoters, they would be better off.

The amateurs hold the whip because a professional race program would fall flat on its face without the supporting program of amateur races. The 5 big names with their Mickey Mouse helmets and their beat-up race cars could hardly be a glamour show that would carry the entire program.

Then you know, when the amateurs monopolize the winner's circle it is all very disillusioning. Of course, the big names can be consoled with that guaranteed appearance money — but they should have kept it quiet. The word has got out and the amateurs with the good cars are going big time and want a share of the loot. They can get it and still race as amateurs on any course in the country, if they play it smart. The driver takes expenses and the owner takes the purse and they meet at the Grand Prix and talk over economic conditions after the race.

Follow The Rules

With only 2 pro races now scheduled west of the Rockies, no driver would care to sit out the season as a vulgar pro when he can become a gentleman amateur by just following the rules. No subterfuge, no hypocrisy — just the rules as the Wheels have them down for the benefit of the brothers of the lodge.

If the West Coast amateurs don't declare their expense money and renounce the purse before the Pomona race, they have holes in their collective heads. They can feel no pain and still qualify for the 20 other races scheduled for the West Coast.

Since most of the better amateur drivers are racing in connection with auto merchandising and can write their racing off as business expenses, they would be foolish to go overboard as professionals and limit themselves to 2 races a year.

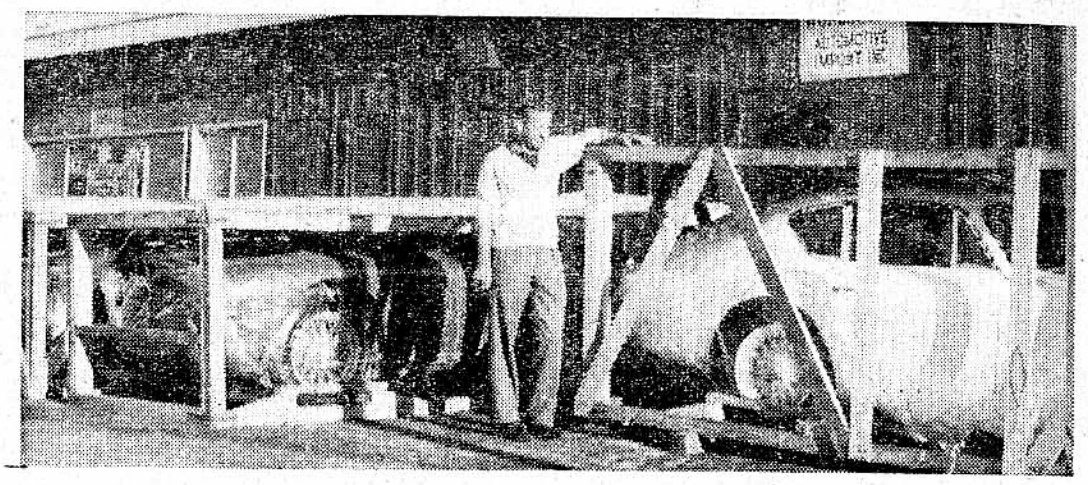
New Ideas Needed For Racing

Speaking of ideas, or were we? Why don't the various racing clubs put a relay race on some of their very drab race programs. A team could consist of one production car in each of 8 classes. Put 4 or 5 teams on the track and then you would have something to root for. With Class I running the initial 3 laps and working down to the larger bores; it would be a simple matter to work out the pit detail and other routine rules.

Keep the winning team intact for future race meets and let the boys organize to knock off the champs. Gus, here is one deal that would restore color and excitement to sports car racing and keep the crowd on its feet.

We could make book on this event and probably lose our shirts, also land in the local clink.

tom wilson



RENE PELLANDINI surveys the first shipment of AC cars received from England at his Worldwide Import, Inc., new distributor for Calif. and 4 other states. At right is beautiful AC Aceca Ace coupe, while at left are part of the shipment of AC Bristol roadsters. More of the 2-liter production sports cars are due in less than a month at San Pedro. First shipment of parts also has beeen received at Worldwide. (MOTORACING Photo)

STOP IN AFTER THE POMONA RACES!

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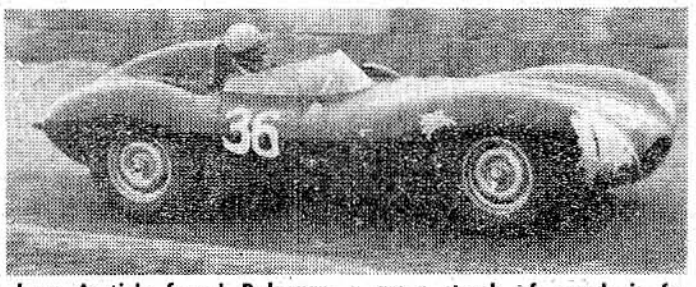

Jerry Austin's famed D-Jaguar, a green streak of speed, is for sale just as he received it from the factory. The price is $5500. This beautiful car, shown above winning a 6-hour race, with Jerry and Sherwood Johnston sharing the driving, is also suitable for street use. The price includes special tools, 5 wheels, extra new high torque unit, extra torsion bar, extra brake parts, gear changes, extra tires, shock absorbers, extra bonnet and miscellaneous parts and gaskets.

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(Itinerary and full particulars will be mailed to all who have written for information.)

Rally 'Round ☆ ☆ With Duane and Jerrie Sparks

Towards the end of last season's championship trail of SCCSCC rallies, some voices were raised in favor of establishing a committee to run these events prior to their actually being offered to participants. The purpose was to spot obvious code violations and as an advisory board to the sponsoring clubs.

Looking back now after the first 2 championship rallies for 1959 have been completed, it would appear that if such a committee had been formed and had done its job properly, contestants' enjoyment of these events might have been much keener.

The MARK I suffered from speed-change-itis, while the DON DIEGO IX was a victim of ambiguous instructions. While neither of these offenses has anything remotely to do with code violations, it is our opinion that a preview of the entire rally by a committee, which had nothing to do with its preparations, would have resulted in these deficiences being called to the attention of the sponsoring clubs in time for them to take corrective action—thus offering much better events to the competitors. Perhaps this matter is worthy of further consideration by the powers-that-be.

A GREAT JOB

Except for the complaint above, the DON DIEGO IX was a great success. With nearly 300 cars participating, organizational and managerial problems must have been tremendous, but the little San Diego club handled them all with practiced ease even though torrential rains the day before and threatening weather on the day of the rally could not have made things any easier for them. We heard no beefs about the 5th wheel measurements this year — most of us tied right in on the few legs where we were not hopelessly off course. Rallymaster Russ Palmer and the whole club are to be congratulated for their great job.

Comes now a letter from Gene Hammond, chairman of the SCCA GOLDEN WEST II and author of the recently published SPORTS CAR RALLY HANDBOOK. Gene notes that as a result of a shift in scheduling there is no major local conflict with this San Francisco event set for May 23-24, and invites any and all Southern California rallyists to "put their cars where their mouths have been" and prove that the Bechtels' National championship winning season was no fluke — that we really do know how to rally down here. As an additional inducement they will start the event in Monterey with headquarters at Casa Munras. There'll be a Mid-rally overnight stop at Sonora and the finish will be in the Bay area Sunday afternoon.

120-CAR LIMIT

Gene goes into all the gory details —TR-3, Michelin X, direct reading thousandth counter, WWV timing to the second, etc. Trophies to top 10 drivers and navigators, dash plaques and license plates to all and gorgeous best-of-marque trophies. They are limiting participation to 120 cars — entry fee $15. Contact MOTORACING or the SF region office of SCCA, 2001 Van Ness Ave., San Francisco 9, for entry blanks now available.

Next on the local championship circuit is Pacific SCC's rally DE WHEELE BONCE VI scheduled for March 22. On this one we'll hove the problem of tying into a Corvette equipped with Firestone 170 Super Sports tires. Having run through 2 sets of these before settling on Michelins, we can pass along the results of our experiences so far as tire expansion is concerned. Rallymaster Wayne Brown claims that about 60% of the Dunlop expansion chart should be used, but we usually found 50% was a little too much and perferred about 35% while we were using the Super Sports. However, Wayne says the wheels will really bounce during this rally, so arguments about tire expansion may prove academic.

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Council Rally Leaders

UNOFFICIAL SCCSCC CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	CLUB	MARK I	DON DIEGO	TOTAL
	DRIVERS				
1.	Howard Frank	SMFCCA	20	24	44
2.	Dick Coulter	SMFCCA	18	23	41
3.	Doug Linder	NRSCC	13	17	30
4.	Stan Johnson	SMFCCA	16	12	28
5.	Ron Jones	SDSCC	25	*	25
6.	R. J. Bauer	Convair	*	25	25
7.	Harold Guess	NRSCC	24	0	24
8.	Diane McPherson	SWSCC	23	0	23
9.	Gordon Madison	NRSCC	22	0	22
10.	Mel DeLoof	PSCC	0	22	22
11.	Wayne Brown	PSCC	21	0	21
12.	Tom Kienholz	Astro	*	21	21
13.	Bruce Starkey	La Jolla	*	20	20
14.	Jim Weishuhn	SMFCCA	19	0	19
15.	Tom Higgins	SMFCCA	0	19	19
16.	Bill Chester	Rallymasters	*	18	18
17.	Jerry Aarons	SWSCC	17	0	17
18.	Cal Hudspeth	LBDSCC	7	9	16
19.	Dick Pieper	HEASCC	6	10	16
20.	Bill Rector	Astro	0	16	16
21.	Virg Herman	NRSCC	15	0	15
22.	Chuc Meredith	Rallymasters	*	15	15
23.	Bob Stoer	LSCC	14	0	14
24.	Bill Newberry	Convair	*	14	14
25.	Ed Lynch	SMFCCA	*	13	13
	NAVIGATORS				
1.	Al Nesbitt	SMFCCA	10	23	33
2.	Jack Carlson	NRSCC	13	17	30
3.	Al Sorensen	SMFCCA	16	12	28
4.	Russ Palmer	SDSCC	25	*	25
5.	R. J. Dunn	Convair	*	25	25
6.	Jerrie Sparks	NRSCC	24	0	24
7.	Nick Marechal	SMFCCA	*	24	24
8.	Bob McPherson	SWSCC	23	0	23
9.	Don Black	NRSCC	22	0	22
10.	Juanita DeLoof	SWSCC	0	22	22
11.	Pat Venable	PSCC	21	*	21
12.	George Kendall	Astro	*	21	21
13.	Don Royer	SMFCCA	20	*	20
14.	Marcia Starkey	La Jolla	*	20	20
15.	Helen Weishuhn	SMFCCA	19	0	19
16.	Dick Lovell	SMFCCA	0	19	19
17.	Ruth Piercy	SMFCCA	18	0	18
18.	Elizabeth Chester	Rallymasters	*	18	18
19.	Dick Anderson	SWSCC	17	0	17
20.	Bob Cole	LBDSCC	7	9	16
21.	Ann Sparks	NRSCC	6	10	16
22.	George Blondin	Astro	0	16	16
23.	Ginny Herman	NRSCC	15	0	15
24.	Gladys Stoer	LSCC	14	0	14
25.	George Andert	Convair	*	14	14

* DID NOT COMPETE

Various Rally Results

Feb. 15—AHOC VALENTINE CAPER—Clyde Thigpen Rallymaster—38 Cars

POS.	DRIVER	NAVIGATOR	CLUB	CAR
1.	Bob Piercy	Larry Harris	SMFCCA	Alfa
2.	Tom Higgin	Dick Lovell	SMFCCA	Porsche
3.	Charlotte Nesbitt	Ruth Piercy	SMFCCA	Corvette
1st Memb	C. Meredith	Pat Truitt	AHOC	Peerless
2nd Memb	J. Hedblom	John Nordquist	AHOC	Sprite
3rd Memb	J. Gurgoty	Pat Gurgoty	AHOC	A-H
Non Nav	W. Guenther	Jac Lazarevich		VW

Feb. 22—SAN DIEGO SCC - DON DIEGO IX - SCCSCC CHAMPIONSHIP
Russ Palmer Rallymaster—286 Cars

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	R. J. Bauer	R. J. Dunn	Convair	Porsche	1:0(
2.	Howard Fran	Nic Marechal	SMFCCA	A-H	1:1(
3.	Dick Coulter	Al Nesbitt	SMFCCA	MG A	1:5(
4.	Mel DeLoof	Juanita DeLoof	SWSCC	Jaguar	2:3(
5.	Tom Kienholz	George Kendall	Astro	Jaguar	6:0(
6.	Bruce Starkey	Marcia Starkey	La Jolla	MG A	11:4(
7.	Tom Higgins	Dick Lovell	SMFCA	Porsche	11:5(
8.	Bill Chester	Elizabeth Chester	Rallymasters	Alfa	12:3(
9.	Doug Linder	Jack Carlson	NRSCC	Porsche	13:3(
10.	Bill Rector	George Blondin	Astro	A-H	13:3(
11.	Chuck Meredith	Pat Truitt	Rallymasters	Peerless	16:2(
12.	Bill Newberry	George Andert	Convair	Porsche	17:0(
13.	Ed Lynch	Betty Lynch	SMFCCA	Jaguar	17:1(
14.	Stan Johnson	Al Sorensen	SMFCCA	Alfa	17:2(
15.	Dick Mobraten	Dick Elms	Convair	Jaguar	17:3(
16.	Dick Pieper	Ann Sparks	NRSCC	A-H	17:5(
17.	Cal Hudspeth	Bob Cole	LBDSCC	MG A	18:3(
18.	Joe Bechtel	Celia Bechtel	PSCC	Porsche	18:3(
19.	Bill Knight	Chuck Hudson	—	TR-3	19:2(
20.	Mort Rosenbaum	Phillip Rosenbaum	Astro	300SL	19:2(
21.	Betty Boutell	Karl Boutell	POC	Porsche	19:3(
22.	Bill Alexander	John Merill	SMFCCA	MG A	19:5(
23.	Bets Reeder	Connie Clark	WOWS	TR-3	20:0(
24.	Barbie Meredith	Ed Smith	Rallymasters	Peerless	20:1(
25.	Earl Gray	Diane Gray	Astro	TR-3	20:2(

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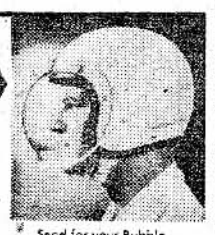

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MARQUE TROPHIES similar to this one will be included among awards of SCCA Natl. Golden West rally to be staged by SF region May 23-24. This was awarded by British Motor Cars of San Francisco.

Vaca Valley SCCA Club Races Mar. 14-15

SAN FRANSICO, March 4. — San Francisco region of SCCA, stages a non-spectator club race program March 14-15 at Vaca Valley. Entry fee is $5 per driver and $10 per car, plus 4 free pit passes.

Saturday, March 14—4 novice races, 4 5-lap qualifiers for senior drivers and a 4-hours practice.

Sunday, March 15—8 races for senior drivers in both production and modified cars.

Entry blanks available at 2001 Van Ness Ave., San Francisco.

Post entries will be accepted. This is a valid race and senior licenses are required. Tech inspection is at the course at 8 a.m. Sat. Applications accepted from LA.

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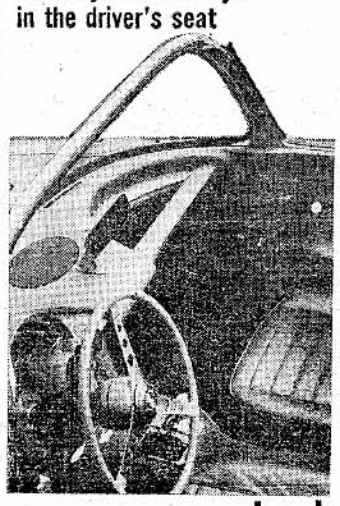
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Rallies

MARCH

6-7-8—Harbor Sports Car Club 3rd annual REUNION LAS VEGAS rally; 10-hrs. nav. 11 p.m., Mar. 6, Coffee Dan's West Covina; $21 includes rally fee, lodging at Royal Nevada & Victory. Breakfast for 2, Betty Ross HI 7-9710.

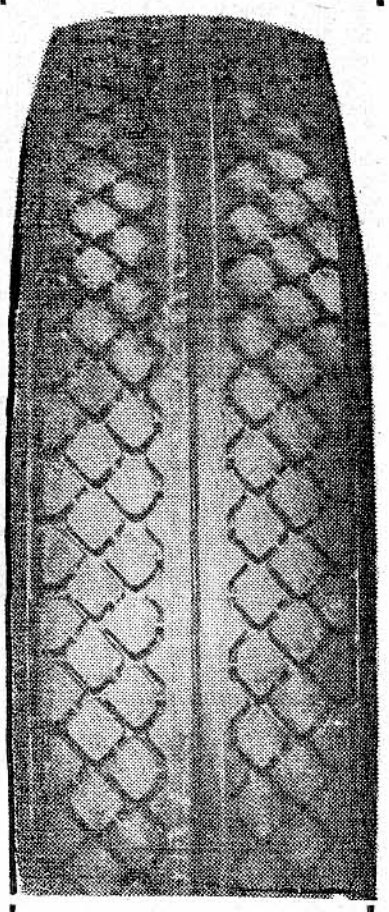
7—San Francisco SCCA SNO-GO gymkhana, Squaw Valley 10 a.m., SCCA 2001 Van Ness Ave., S.F. 9.

13-15—SCCA GREATFLORIDA TRIANGLE Nat'l championship rally, Winter Haven, Fla.

15—AHOC RALLYE DOG HOUSE, 4½-hr. nav. & non-nav. classes; 8 a.m., Clock Drive-In Sepulveda & Venice, Culver City. $2. Junia Lawrence EX 4-6248.

15—SGV FCCA RALLY DE EGG-BEATER, 5½-hr. nav. 9 a.m., Clock restaurant, Rosemead and Las Tunas, Temple City. Ends with picnic. $2. HI 6-1478.

21—SM FCCA RALLY RAPIDO, 5½ hrs. nav. Rafters restaurant, Sepulveda. $2. Piercy AX 1-9373.

Gardner-Reynolds' Recaps are now being used on all major race circuits in the United States.

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VIGNETTES By VIGNOLLE

(Continued from Page 3)

year-old Scot here for the Pomona race this weekend, didn't come out with a direct rap aginst the edict, but he did let it be known that he was among many who were not pleased over the smaller displacement.

Flockhart was co-driver of the winning D-Jag at the 24-hr. Le-Mans in 56-57. He helped set the all-time record in 57 — 2732 miles. That's an average of 113.8 mph.

RUMBLES — That USAC is clamping down on its junky cars, mayhap barring some of the heaps from Pomona . . . that the Cal Club and Old Gold Suit are coming in for 20% of the take at Pomona . . . that **Paul Cummins**, alleged NWestern grid hero, is about to be sued for Sports Page eatery's non-payment of bills . . that a local press agent is doing his "clients" more harm than good — and we can prove it! . . . that **Truman Vencill** might line up another course in Nevada for the real aficionados. He had only 2 gas stops for 300-mi. last time . . . this was the time **Temple Buell** (steering) and **Geo. Cary** hit 165mph in a Maserati. Not a cop in sight!

More and more the public is going for the pros and big names, less and less for **Jose Blow** and his TR (and I don't mean Testa Rossa); ergo, I can't go along with my cheerful colleague up in the overcoat country, **Tomaso Wilson.**

Elsewhere in this issue he says the amateurs hold the whip hand because a pro race deal would fall flat on its face without support of the amateur races. I wonder how many peasants went to Riverside and are going to Pomona to watch the amateurs! Come on, Tom, ease up!

The Drivers' Training Seminar of the Northwest region of SCCA certainly conscripted a top driver as instructor in **Pete Lovely.** They have at it at Shelton, Wash . . . Incidentally, the NW Newsletter is an excellent job . . . If you want a glimpse of the latest testing and tuning quipment, drop over to **Bill Love's** Autos Unlimited in So. El Monte. He has a terrific layout — 6000 sq. ft. of space, and a top man in **Del Graves** as shop manager . . . **Al Dean,** el jefe at Dean Van Lines, is the sponsor and **Jack Brumby** is the owner of the 4.4 Ferrari which **Tony Bettenhausen** tools at Pomona in the big one this weekend. This is the job in which **Phil Hill** beat **Carroll Shelby** 2 years ago at Palm Springs. Tony was National big car champion in 1951 and 1958 . . . And don't believe that malarkey that **John von Neumann** doesn't want to loan his 4.1 Ferrari to Hill for Pomona. And don't believe the bunk that **Richie Ginther** will drive it at Pomona. The car is not in shape. The only one around here who can get it in shape is Ginther. Richie and von Neumann ain't here now; they're in Chermany on biz.

$15,000 G.P. At Pomona

Continued from Page 1

One of the truly big disappointments is that the brightest name of them all, Jean Behra, the French champion, will not compete. The alleged reason is that a car — a Ferrari — could not be prepared in time to the satisfaction of the pilot and the factory.

Top European sports car and Formula 1 pilots who are entered include Ron Flockhart, of Scotland, twice a co-winner at Le Mans; Roy Salvadori, of England; Maurice Trintignant, of France; Wolfgang von Trips, of Germany. Flockhart goes in Arnold Krause's D-Jaguar, Salvadori in an Aston Martin, Trintignant in a Cooper, and von Trips in a Ferrari.

The caliber of machinery for the Grand Prix certainly does not measure up to the driving talent.

Americans Competing

Top American road racing pilots vying include Carroll Shelby, 5.7 Maserati; Don Gurney, 4.9 Ferrari; Chuck Daigh, Buick-Kurtis; Paul O'Shea, Chevy Saddler Spl.; Ken Miles, Porsche Spyder; Bill Krause, 4.5 Maserati; Skip Hudson, 4.9 Ferrari; Sam Weiss, Porsche RSK; Bruce Kessler, Chevy Saddler Spl.; Bill Love, AC Bristol; Bob Drake, Cooper; Bob Oker, 4.2 Aston Martin.

The only 2 top U. S. road racing names missing are Phil Hill, No. 1 in America, and Walt Hansgen, leading East Coast driver (Lister Jaguar). Phil did not have a ride, Hansgen didn't choose to run.

Leading Indy drivers are Tony Bettenhausen, 4.4 Ferrari; George Amick, Corvette-Mercedes Spl.; Ray Crawford, Olds V8-Kurtis; Jim Rathmann, 4.9 Ferrari. Additionally, there are such standouts as Mickey Thompson, Cad-Kurtis, and Ak Miller, Olds Spl.

Two developments at press time were the probable entry of Jim Jeffords, Milwaukee, one of America's 2 top Corvette drivers, in a Reventlow Chevy-Scarab, and the withdrawal of the Team Empire of Seattle, 5 pilots headed by Pete Lovely, who was due to drove a Lotus.

Frank Milne of Harry Mann Chevrolet bought the Scarab from Reventlow for $17,500 and in turn sold it to John F. Stephani, leading Chicago (Nickey Chev. Co.) dealer, for whom Jeffords has been racing with terrific success in the east.

SCCA RACES OFF

The Pomona non spectator races, scheduled by the SCCA, L. A. region, for March 14, have been canceled as the course must be kept open as a rain date for the March 7-8 pro-am races.

Imported Car Show March 13 - 22

160 Models at Shrine Hall

More than 160 latest model automobiles from 7 overseas nations-the largest import group ever assembled in the west — will be displayed during the Imported Motor Car Show at Shrine Exposition Hall in Los Angeles, from Friday, March 13, through Sunday, March 22.

Imported cars never before shown in the U. S. and models in every price class will be assembled in one giant showcase on the 3 levels of Shrine Exposition Hall, 700 W. 32nd Street, just off the Harbor Freeway, it was announced by Fred J. Tabery, show director.

No. 1 Market

On view for Southland fans, who have made this area the No. 1 imported car market in the country, will be sleek new cars from Japan, England, Czechoslovakia, Germany, Italy, Sweden and France.

"There will be more imported cars here than during the recent Chicago show which broke all attendance records," Tabery reported. "In view of the avid interest here and the fact that nowhere else can one see all of the imported cars in one place, we expect to outdraw Chicago."

Gala Premiere

Preceding the 10-day public showing, there will be a gala social premiere Thursday night, March 12, with motion picture and TV headliners, consuls general from the 7 manufacturing nations, the press, and city, county and state officials in attendance.

Premiere tickets, priced at $5 each, are being sold by Las patroncitas Guild of the new Valley Presbyterian Hospital, Van Nuys, with proceeds. Expected to toal $40,000, going to the hospital.

Public show hours will be 1 to 11 p. m. daily.

Found: That Happy Balance

February 21, 1959

Dear Gus:

Just finished reading the current issue of MOTORACING and enjoyed it thoroughly. You have found a happy balance between editorial, columns, letters to editor, advertising, etc., that makes for consistent interest. It is by far the best publication of its type I have ever seen and gets better all the time.

I'm glad your health permits you to resume an active role again in the operation of the paper. Your touch adds the necessary seasoning.

Keep up the good work!

Regards,
C. J. EASTMAN, JR.

PS: I have 'graduated' to a new Porsche Super Coupe now. Wow!

EDITOR'S NOTE — We receive many puffs (and blasts, too), but this one is given prominence because, coming from Chuck Eastman, it means something. While he was writing a sports car column for the Valley Times he never failed to make the metropolitan Snapper-Wrapper "writers" look very sad indeed.

PETTY WINS NASCAR RACE

DAYTONA BEACH, March 4— Lee Petty of Randleman, N. C., veteran 2-time NASCAR Grand National Circuit champion, was declared the winner of the 500-mile race Sunday after a 3-day study of all available still pictures and movies with the movies substantiating the "stills" to the extent that Petty was definitely ahead going over he finish line, although Johnny Beauchamp of Harlan, Iowa, a 2-time IMCA champion, was "unofficially" tagged as the winner at that time.

WEST COAST PREMIERE

THE D.B SPORTS COUPE

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MARCH 13-22

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1 TO 11 P. M. DAILY

By FLAVIO ST. GERMAIN

First big shipment of the small NSU Prinz car from Germany arrived last week in Long Beach. The rear-engined, 2-door sedan is being handled here by SW Distribution and Sales Co., with **Charles H. Painter** as general manager. Car goes for $1495.

Effective now, mailing address of USAC has been changed to P. O. Box 24001, Speedway 24, Ind.

Best freeload of the past week was at the posh Beverly Hills Hotel by West Coast's committee for USAC's Road Racing division — **Allen Guiberson, Steve Mason, Truman Vencill and Bob Estes** . . . a pubrel deal for the press, but, of course, those same freeloaders that you see all the time were there!

There was another nice cocktail party at the Grand Prix for that great Ecurie Ecosse Scottish D-Jag driver, **Ron Flockhart.** He's made a big hit with the local colony.

In his KNXT-TV interview with Gil Stratton, Ron said he stopped off here on his way home from New Zealand since he had heard so much about So. Calif. (the miserable smog, too?). He was co-winner of the 24-hr. LeMans in 56-57.

The list of the 1959 board of governors of the Calif. SCC, published in a recent issue of MOTORACING, had **D. D. Michelmore,** a new member, supplanting **Perry Peron.** He actually supplants **Johnny Porter.** Peron is still on the board.

WRC Shedenhelm resigns as advertising manager of MOTORACING on March 18 to become managing editor of TRAILER LIFE, one of the top mobile home and trailer field magazines. He will continue to write his SLIGHTly MODIFIED column for MOTORACING and will do other special stories as time allows.

MOTOR TREND magazine has chosen the 1959 Pontiac as "Car of the Year." Editor **Walt Woron** presented the award to **S. E. Knudson,** GM vice-pres. and Pontiachief.

WSCC dolls so far signed up to vie in GP's Mobil Economy Run include **Mary Davis** and **Ginny Simms,** Plymouth; **Ruth Doushkess,** Ford; **Mary Hauser,** Chevy; **Myra Buchanan,** DeSoto, **Barbara Nieland,** Buick.

Personable **Margaret Peck,** wife of NY's busy CBS radio exec, top-flight race announcer, writer, rallyist, etc., Art, is writing a comprehensive yarn on women in sports car racing. It will appear in a National publication.

Riverside Foreign Car Club and Le Cercle Concours d' Elegance invite you to attend a concours and dinner-dance March 21 at Azure Hills Country Club near Riverside, Calif. Judging starts at 4 p. m. Presentation of awards is after dinner. This will be one of the club's largest social events of the year — concours, door prizes, dinner and dancing. You don't have to enter a car to participate; however, mail a card or phone in your reservations for dinner not later than March 17 to Overland 4-6852.

PRESS AND other freeloaders were hosted at posh cocktail party last week at Beverly Hills Hotel by the West Coast committee for USAC's Road Racing division. Left to right, they are Steve Mason, Allen Guiberson, Truman Vencill and Bob Estes. (MOTORACING Photo)

SUGARMAN INJURED

EL PASO, Texas, March 1. — The 25-lap race for big-bore modified cars at Ascarate Park here was won by **Dick Morgensen** of Phoenix, Ariz., in a Ferrari Testa Rossa. He was followed by **Jim Connors,** Chevy Spl.

Sponsored by Pan-American region of SCCA, the feature saw an accident that resulted in injuries to **Stan Sugarman,** Scottsdale, Ariz., until recently top backer of Porsche and Ferrari racing cars. He suffered a dislocated ankle and cut forehead when his Porsche Spyder spun on the gravel on the 2-mile course and struck 3 trees.

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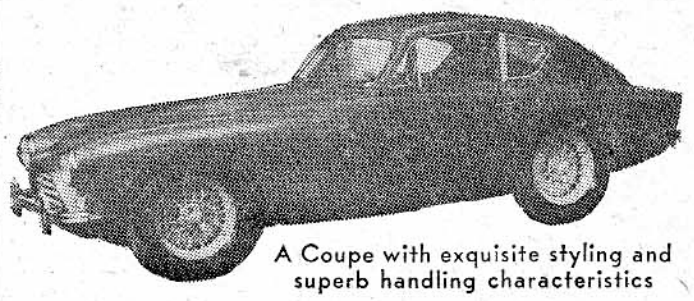

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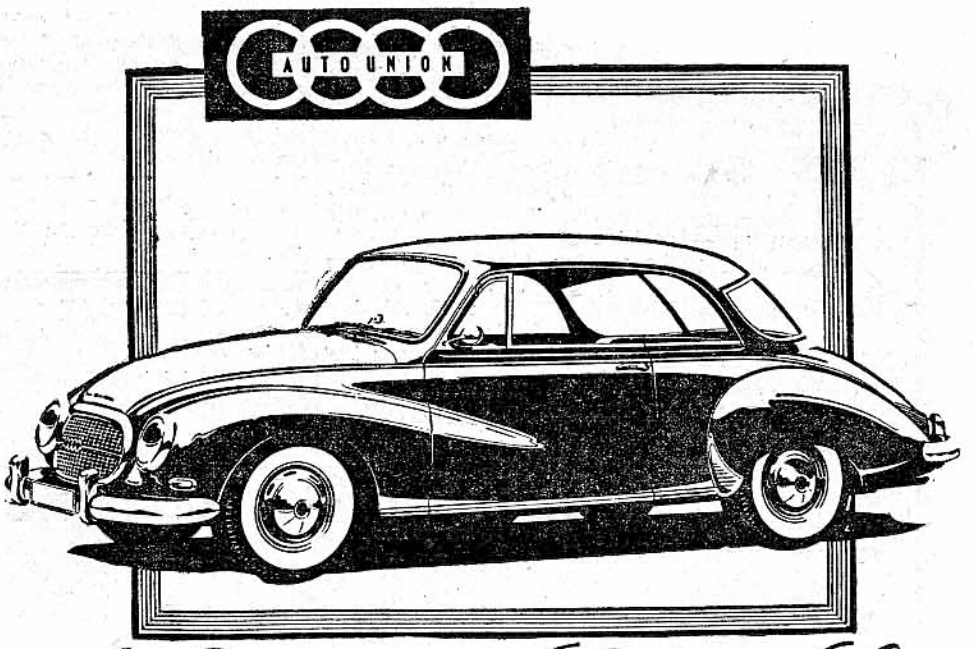

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TEST DAY AT MONTLHERY:

Manney Has Blast In Little Vespa

(EDITOR'S NOTE: This is the last of a 3-article series.)

By HENRY N. MANNEY III

LONDON — Back at the ranch, Cyril Posthumus and I got together and decided that we owed it to our readers to have a blast around in one of the Vespas, a sort of odd little box made by the scooter people with a twin-cylinder rhinging living in the back. Frankly, we thought we were in for it, but as we wound the little varmint up to peak revs in all 3 of its gears we found out that not only could it scuttle along at some 55mph but, once fear was conquered, rammed through corners at speed without anything untoward happening.

After a sketchy lunch, as time was getting short, I was requested to grab a Citroen DS 19 by the celebrated rallyist Ann Wisdom so she could have a comfortable place to sit down. I did so with trepidation, being too baroque really to trust cars that have all their functions run by mysterious little men, but I need not have worried as we settled back in our curved armchairs, moved the little lever, and gazed with plutocratic contentment — lacking only cigar and chinchilla — upon the world as we glided off down the track, the patent suspension absorbing all shocks and the power steering light and accurate.

Comfortable Car

The DS is really a very comfortable car and, as we stuffed it through a few corners, a very roadable one too. Perhaps Citroen is right in keeping their pre-Revolution 4-banger in it for purposes of taxation as it is reasonably unobtrustive, but a 3 liter V6 would be lovely.

As a change, we had a ride in one of the Simca Arondes which was nasty, rough, and poorly finished but did handle well, an opinion shared by at least one other journalist who brought the thing back after one lap. However, I understand from the same colleague that the new one, which was always too busy for me to try, is a big improvement in every direction. From that we jumped into a Peugeot 203, the 1300cc predecessor of the 403, which resembled it in an amazing degree except that it was noisier but handled better; way superior, in fact, to most sports cars.

And so ended the day. One can say that the family resemblance in French passenger cars is even more marked than in English ones especially in matters of poor detail finish, good roadability, and high final drives. Of course the latter is engineered for the long, straight, comparatively uncluttered roads of France, giving fussless cruising, unburstability, and good gas mileage; the former is probably due to the big backlog of orders forcing high outputs combined with the artificial trade barriers giving the consumer very little choice outside the domestic product, however good mechanically it may be.

Fun Galore

Another puzzler was the prevalence of difficult or imprecise gear changes, amounting almost to a palliative for a national motoring guilt complex. The Dauphine's is not too bad, though it dithers about and the Alpine more so, the Panhard stiff and crunchy (column), ditto the Simca I drove, the DB good if requiring much thought because of the sideways action but still crunches into high like Panhards, and the 2 CV Citroen a real shocker, especially on a car that needs shifting so much. The Peugeot people, to my mind, spoil an excellent car with a shift pattern (column) in which high is out at the back of beyond, no doubt to remind one that it is supposed to be an overdrive. What a peach it would be if, like some Volvos, it had a good floor shift! The Vespa isn't bad, if feeling rather Erector, and the ID 19, I hear, is quite nice. But even the automatic transmission DS 19 has its peculiarities in that its little men take forever to select a gear after the lever is moved. What gives?

Nevertheless it was bags of fun and I, for one, am looking forward to more motor shows organizing this sort of caper. What lucky fellas we are to get to belt all this expensive equipment around without buttering up some smarmy salesman. Just think . . Astons, Lotuses and Rolls at Goodwood, Ferraris and Maseratis at Turin; can hardly wait. Well, back to the "goo."

300,000th Car By Auto Union

The 300,000th car produced by DKW-Auto Union factories since the end of World War II rolled off the production lines at the Dusseldorf plant recently.

Starting from scratch in 1946, the enormity of the production can be visualized if one considers that these 300,000 cars lined up one after another would stretch in a line twice as long as the "Auto-Bahn", Germany's famous highway from Dusseldorf to Munich.

Every day, 250 passenger cars bearing the DKW and Auto Union trade marks leave the Dusseldorf factory; whereas trucks, "Cross-Country" vehicles and AU-1000 Sports Coupes are manufactured in the Ingolstadt plant.

DKW-Auto Union products are distributed in the Western U. S. by Peter Satori Co., Ltd. of Pasadena, Calif.

YOUTHS OK'd FOR SEBRING

(Continued from Page 1)

more famed of the 2, raced in a Cal Club race at the age of 15 at Riverside. Both raced during the past 2 years at Nassau, and Pedro competed in Europe last year.

From New York, Luigi Chinetti, factory representative for Ferrari, reported Ricardo will team with Kessler, who will be 23 March 23, in a 950 factory OSCA.

This tandem will be one of the heavy favorites to win the "index of performance," and experts even look for the small machine to place as high as 4th or 5th overall, incredible if achieved. Heaviest class opposition is expected to come from the 1100 Lotus.

The other surprising announcement from the boys' father, Pedro N. Rodriguez, in the Mexican capital, was that Pedro, Jr. will co-drive with one of the best in the country, Chuck Daigh, Long Beach, Calif., winner of the Riverside GP in a Scarab last October, and also winner with Lance Reventlow at Nassau last December.

Daigh Entered

Daigh drives on behalf of the factory, Chinetti said. The car probably is the 3-liter Ferrari with which Pedro took 2nd at Nassau and in which Phil Hill and Olivier Gendebien won the 24-hr. LeMans last June.

It was originally thought Ricardo would team with Denise McClugagge, leading US woman driver, in the OSCA Baron Von Hanstein had sought the youthful phenom for Porsche, the marque he has been driving to fame since late 1957 after he gave up the OSCA 1500 that first brought him in the limelight at Avandaro, Mexico, in April, 1957.

The elder Rodriguez said von Hanstein's decision in favor of Porsche was made too late; arrangements for the OSCA were made in the meantime with Chinetti, representing the factory for the smaller car.

There are about 5 million unemployed people in the US today.

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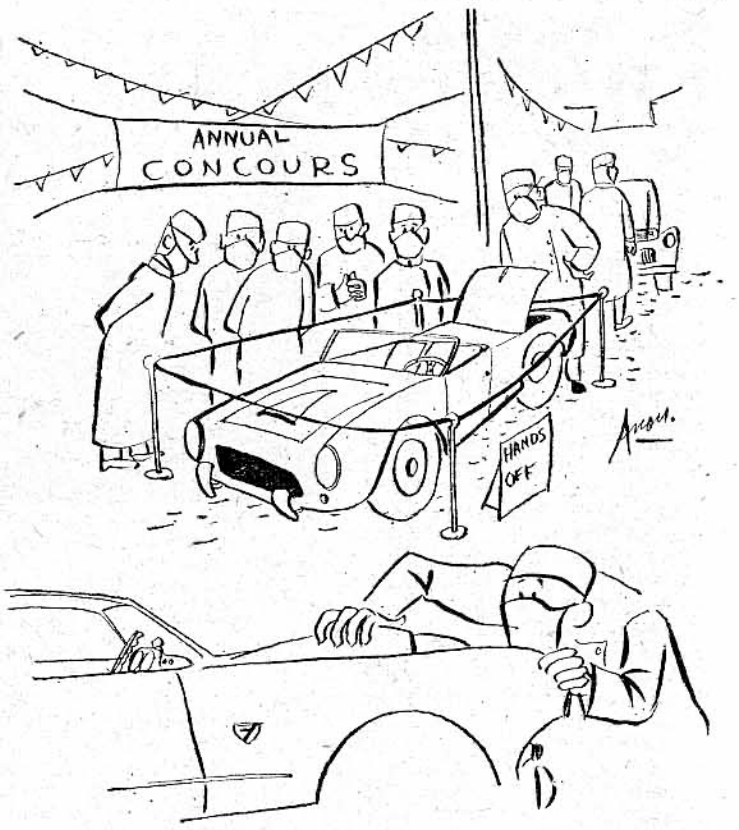
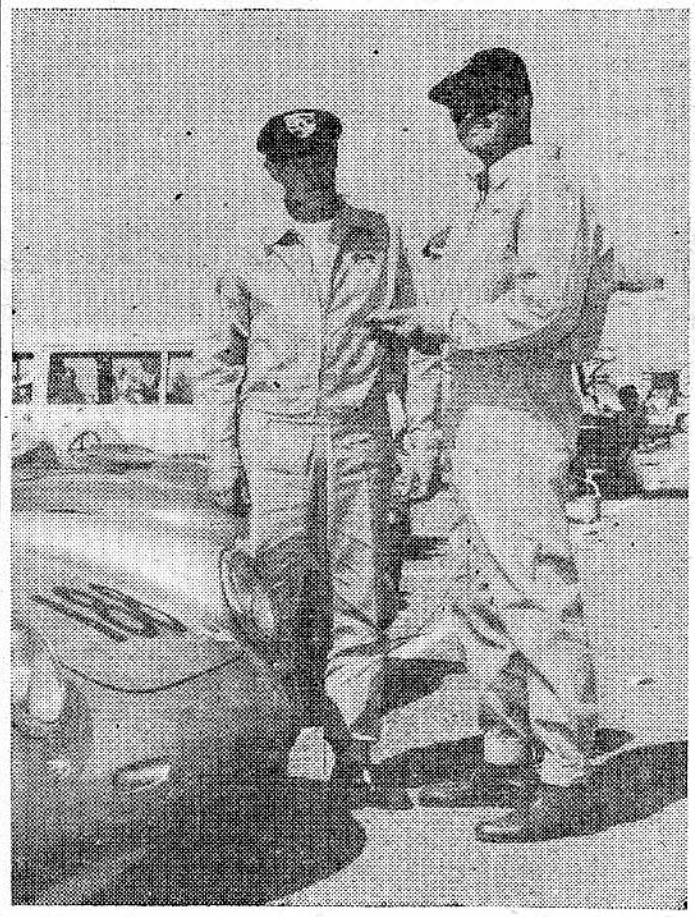


Le Cercle Concours — Stear's Restaurant, March 15 — Advt.

CLOTHES FOR THE SPORTSMAN



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PERSONALS ★ About People in Racing and Rallying

By GERI FLEMING

Jean Pierre Kunstle, stellar driver who handles Citroen, Alfa Romeo and Fiat in Monterey, Calif., has returned from an extended trip to Europe . . . **Frank Milne** of **Harry Mann** Chevy reports that an ad he once placed in a motoracing publication resulted in a sale for an **"Honest John,"** used car dealer in Hamburg, Germany . . . **Ron Ferreira,** the Oakland automotive photographer, was an LA visitor last week. He's also selling Volvos, Larks and Mercedes-Benzes for Oakland's Boyette Motor Co.

Pasadena's Corvette Club meets Tuesday, March 10, 8 p. m. in the Forest Room, 137 S. Lake. Trophies will be presented to the winners of the Wild Hearts Poker rally. Movies will follow the regular business meeting.Guests welcome! For further info: STate 4-3117.

Bruce Kessler watching the midgets speed by at Ascot . . . **Mary Hauser** worked at scoring the 100-lap event . . . **Bob and Patty Casjens** took 1st place with a pair of 6's, in the Corvette Club of Pasadena's Wild Hearts Poker Rally . . . **Bill Leyden** has rejoined the 'amachoor' ranks of SCCA . . . **Vivian and Carl Guthrie** have put their Woodland Hills home up for sale . . . **Ron Flockhart's** Welcome Committee failed to materialize when it was learned that Ron's plane landed at 6:20 in the MORNING . . . **George Cary, Jr.** dining with SCCA wheels **Phil Curry** and **Lindley Bothwell** . . . **Cal Bailey** awaiting delivery of a Lister-Corvette . . . **Ramon DuVall** has decided to "make the San Fernando Valley his home" . . . **Lance Reventlow's** 23rd birthday was spent in Cuernavaca, Mexico . . . **Betty Shutes** handling press and public relations for Le Cercle's planned charity concours d'elegance at Stear's March 15 . . **J. E. Coberly's** Import Division is managed by **Desmond J. McDonald,** formerly with the Bristol factory in England . . . The **Morgan Sinclairs** luxurious yacht was deserted in favor of SCCA's 9th annual Spring rally . . . **Beach Rising** due back in the hospital for further surgery . . .

Tom McLoughlin's motorcycle was the cause of the cast covering Tom's wrist . . . **Myra and George Buchanan's** recent soiree was entitled the "Grand Prix of Pasadena" . . . **Sunnie Baker** editing a newsletter designed for the distaff drivers . . . **Jay Chamberlain** and **Skip Conklin** brought home honor and trophies from the recent Ft. Worth, Texas, race meet. Third Lotus chauffeur **Art Snyder** lost out on the "hardware" because of a "10c part" . . . **Bill Love** has engaged **Maury Powell** to publicize and advertise his auto shop . . . **Kitty and Al Fleming** off to the gamling casinos of Las Vegas . . . **Troy Ruttman's** 1-year suspension from USAC, helped him decide to go "outlaw" at Ascot under NASCAR . . . **Dusty Mahon** taking European reservations for **Skip Conklin** . . . **Hans Tanner** undecided as to whether he'll remain in the States until after Sebring, or wing his way to Europe prior to the championship events . . . **Richie Ginther** and boss **John von Neumann** off to Germany on business . . . **Al Hamer** winging his way to and from NY at the controls of American Airlines new jet transport . . .

Ultra-Sonics for Auto Testing

TORRANCE, Calif., Feb. 23 — A testing method, used for several yeafs on large industrial equipment, has been adapted for use on smaller pieces, including auto parts. By sending extremely high frequency sound waves into the end of a shaft or casting, and electronically measuring the time of the return of the echo, it is possible to check the exact thickness of the material and to pick up the most minor structural flaws within the metal.

Ken Bloom, of Ultra-Sonic Associates, 21805 South Western, Torrance, stated that one major advantage of sonic testing is that any straight part, such as an axle or steering column, can be tested in the car and need not be removed. Wiggly things, such as cranks and cam shafts, have to be taken out of the car for adequate testing.

"Sonic testing is particularly valuable as a preventative measure," Bloom said, "when new parts are being installed. If there is a basic flaw in any of them, we can spot it right away and possibly save the car owner a great deal of later expense."

Bloom stressed that sonic testing does not supplant magnafluxing, but supplements it. Magnafluxing tests the surface layers, where sonic is weak, but sonic checks the interior of the part, no matter how thick, where magnafluxing is valueless. —WRCS.

THUMBNAIL ROAD TEST

RENAULT DAUPHINE TOP CAR

When we picked up a shiny-new 4-door Dauphine from John Green Corp., West Coast Renault distributor, we had a devil of a time getting it out of the parking lot. The floor shift seemed to be a normal H-pattern, but we simply couldn't find reverse gear. After 10 minutes of hunting, we suddenly remembered that the Dauphine has a 3-speed box and that reverse is right where it should be.

Even though we have tested quite a few of the economy imports, the Dauphine seemed a little small when we first got into it, with the windshield right in front of our beard. Yet, the actual amount of space inside, and in the luggage compartment, is a great deal more than a lot of the bigger appearing small cars we have tested.

Popular Import

After a few hours on the streets and freeways of L. A. we could well see why the Dauphine has so quickly become the 2nd most popular imported car in the country. With only 30hp coming from the 845 cc rear engine, and with the limits seemingly imposed by a 3-speed gear box, the little beggar leaps through traffic with no appreciable effort and, better yet, is no hazard on the freeways, what with a top speed of 75 mph or so.

We didn't do enough open highway driving to check the claimed 43mpg gas consumption, but we got around 30mpg in town, so the figures are probably right. With a total weight of about 1400 lbs., and using regular gasoline (7.25 compression) these mileage figures mean quite an appreciable savings over anything you'd care to buy except a motor scooter.

Excellent Handling

The 4-wheel independent suspension and the rack and pinion steering give the car excellent handling characteristics. Several times, taking wet corners with the foot well down, we felt the rear end start to move out, but a slight flick of the wheel and everything was jim-dandy.

At $1795 (plus tax and license) we can most heartily recommend the Renault as a 2nd car for any family, and as a 1st car for anyone with less than 4 kids. With over 600 service and parts depots around the country, no one should have the least hesitancy to take the car anywhere at anytime. This is more than can be said for a lot of the Detroit iron and quite a few of the other imports.—WRCS.

Monza 500-Miler For '59 Canceled

MILAN, Italy, March 4—Monza's 500-miler for 1959, he world's fastest auto race, has been canceled because of the new international rule limited the power of Europe's cars.

The sponsoring Automobile Club of Milan replaced the 500 with a race for grand touring cars — two seat sports cars — with no limit on engine capacity. The new event will be held June 28.

Americans Jimmy Bryan of Phoenix, Ariz., and Jim Rathmann of Miami, won the first two Monza 500 races at average speeds of 160.168 and 166.783 miles an hour, respectively.

The International Automobile Federation recently ordered the engine capacity of Grand Prix cars cut from 2,500 cubic centimeters to 1,500, but the United States Auto Club did not accept the new formula.

The cutdown, ordered because of a wave of fatal accidents at high speeds, would reduce Monza speeds by an estimated 30 miles an hours.

$28,265 PURSE

DAYTONA BEACH, March 4—Darlington Int'l Raceway has increased its purse for the May 9 "Rebel 300" by $8,265, Bob Colvin, president of the Darlington, S. C. track announced at NASCAR's Annual luncheon for promoters here. A total guaranteed purse of $28,265 will be offered to drivers, Colvin said. This includes racing purse and manufacturers awards.

RACE CALENDAR

MARCH

7-8—$15,000 Grand Prix for sports cars. Pomona Fairgrounds. Info. NO 1-3312.
7-8—Boca Raton road races, SCCA, So. Florida reg.
8—Sportsman cars, Ascot Stadium, Vermont & 182nd, Gardena, Calif.
14-15—Vaca Valley non-spectator road races, SCCA, S. F. reg.
15 — Shelton (Wash.) road races, SCCA, NW reg.
20—Driver-flag school, Thompson, Conn., SCCA, N. Eng. reg.
21—12-hrs. of Sebring (Fla.) for sports cars.
22—USAC midget races, Ascot Stadium.
28-29 — Chimney Rock Hillclimb, SCCA, Central Carolina reg.
28-29 — Mt. Nebo Hillclimb, SCCA, Arkansas reg.

APRIL

4—100-mile Formula Libre race, Daytona Beach (Fla.) Intl. Speedway.
4—Sportsman cars, Gardena Stadium, Western & 139th, Gardena, Calif.
4-5—Hourglass Field road races, San Diego reg. SCCA. (unconfirmed)
4-5—Pensacola (Fla.) Nat'l SCCA road races. Gulf Coast reg.
5—100-kilometer sports car race, Daytona Beach (Fla.) Intl. Speedway.
5—Late model stock car races, Ascot Stadium.

CONCOURS

MARCH

12-15 — Pacific Automotive Show, Brooks Hall, San Francisco.
12-22 — Geneva Auto Show, Geneva, Switzerland.
13-22 — Imported Motor Car Show, Shrine Aud., L.A.
14-15—C d'E, SCCA, Charleston reg.
15—C d'E, Stear's restaurant, 116 N. La Cienega, L.A., 9:30 a.m.
21—C d'E and dinner dance, Azur Hills Country Club, 3:30 p.m. Riverside FCC, Clyde Marsh, OV 4-1841

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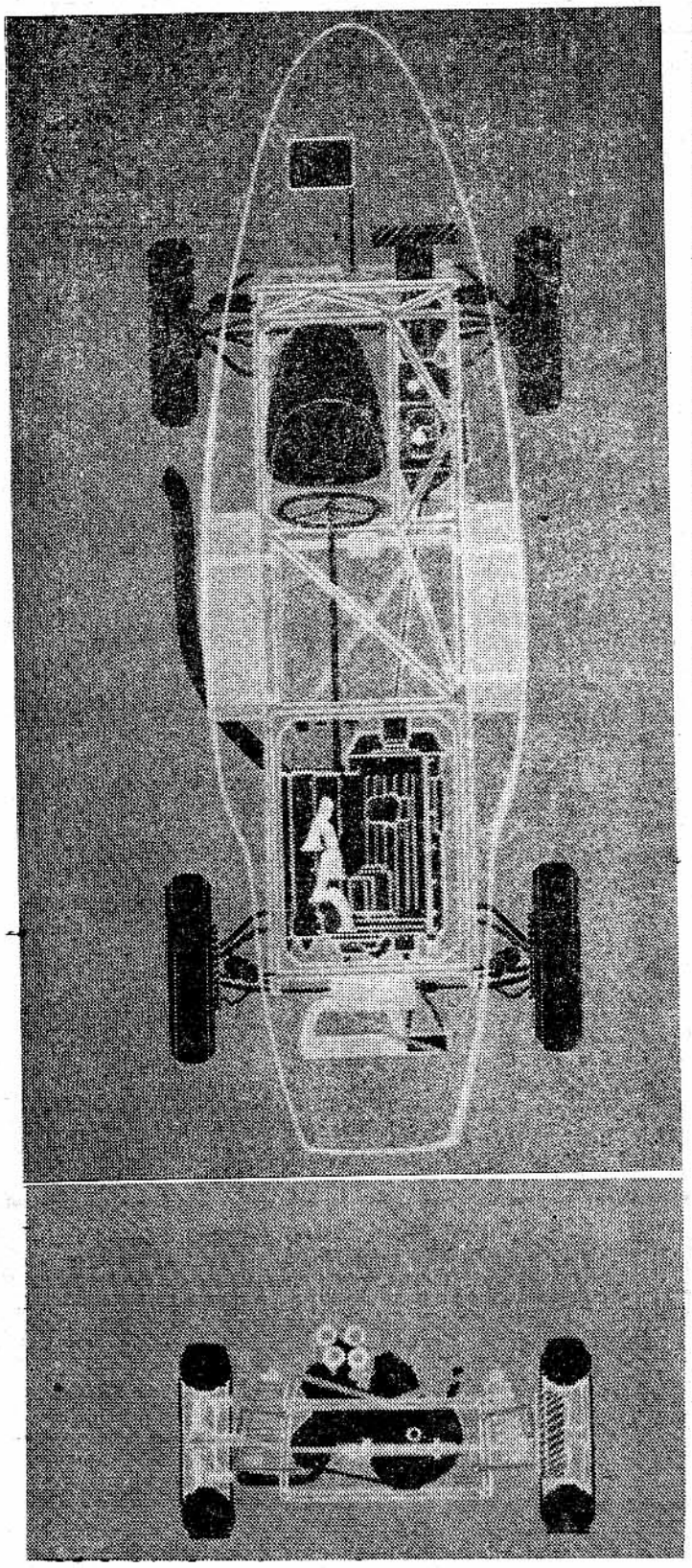
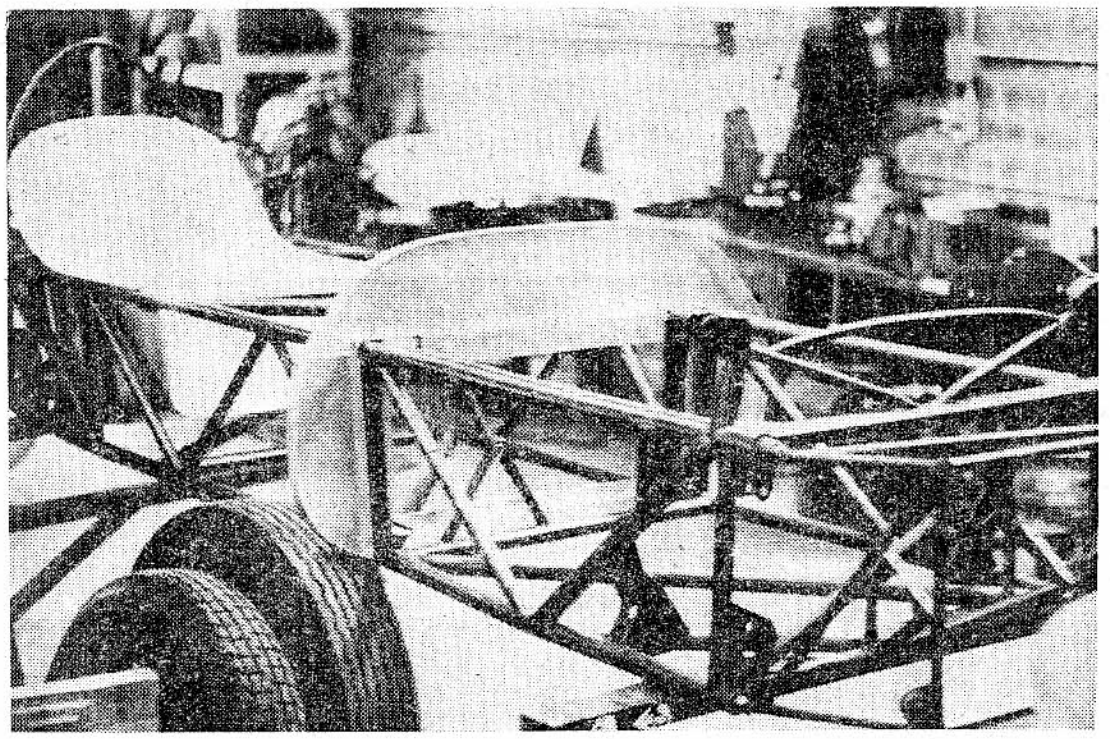


DRAWING OF Reventlow Formula 1 car shows right-hand steering, transmission (Corvette 5 forward speeds) at driver's left, with differential right behind. Four-banger mill lies practically flat.



FRAME OF what should be a red-hot F1 sizzler is a multiple tube space frame type, utilizing independent suspension for all four wheels of the double A-arm type. See other photo on Cover Page. (Photo by Ron Ferreira)

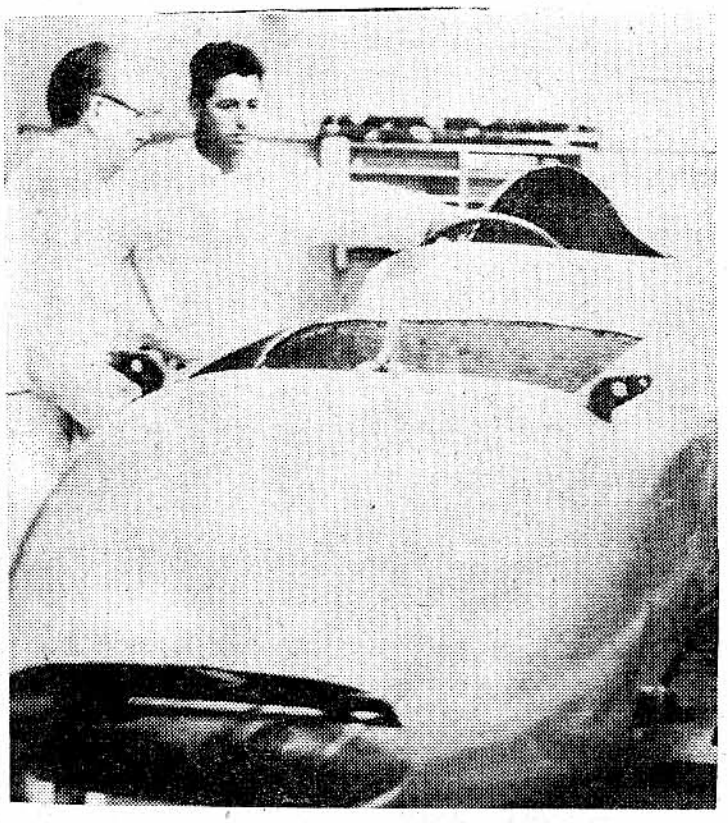
Data on Reventlow Formula 1 Car

On this page and the front cover appear a series of photos of the new Reventlow Formula 1 car, now being built in Culver City, Calif.

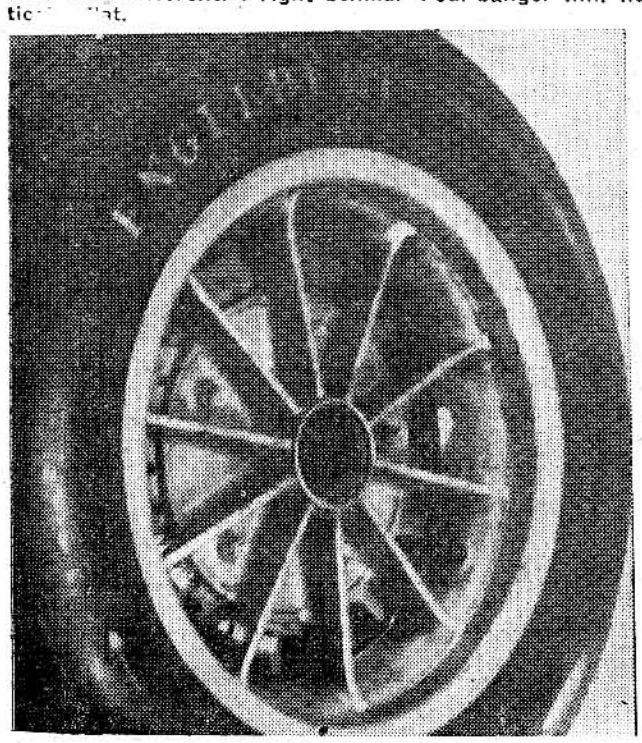
Except for the engine, most of the work is done. The car will not be ready for the Monaco Grand Prix, May 10, as planned.

Engine has been designed by Leo Goosen of Meyer-Drake Engineering. **ENGINE** — a 4 - cyl. in line unit, of 2½ liter capacity, with a bore of 3.75 and a stroke of 3.375 in. It utilizes a desmodromic valve gear and is operated in a near horizontal position.

Other features: **CLUTCH** — multiple disc. **GEARBOX** — It has 5 forward speeds plus reverse gear and uses synchromesh in the top 4 forward speeds. **DIFFERENTIAL** — ZF differential is contained in a modified form of the familiar Halibrand center section which incorporates a quick change gear ratio feature. Only one rear brake is used, transmitting its torque through the differential. **CHASSIS** — The frame is a multiple tube space frame type, utilizing independent suspension for all 4 wheels of the double A-arm type. **BRAKES** — Several different types of braking systems will be employed of both the disc and drum variety.



TWO WORKERS at Reventlow Automobiles, Inc., in Culver City, Calif., where famed Chevy Scarabs were built, look over the body of the new Formula 1 speedster. Aerodynamic bodies for the 3 cars will look like a combo of the '58 Vanwall and Ferrari Super Squalo. (Photo by Ron Ferreira)



NOTE SPECIAL combined wheel and brake drum of the Reventlow F1 car. Wheels are 15-inch diameter cast magnesium. Small brake drums are cast of aluminum. Reventlow and Chuck Daigh will drive the cars in Europe. (Photo by Ron Ferreira)

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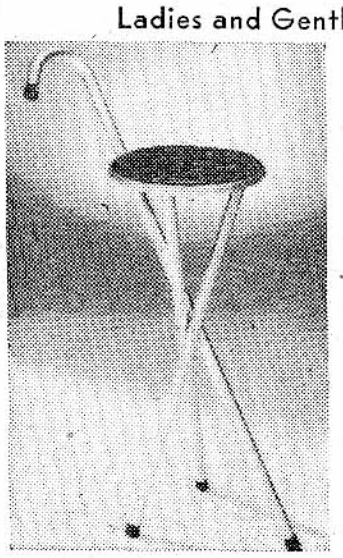

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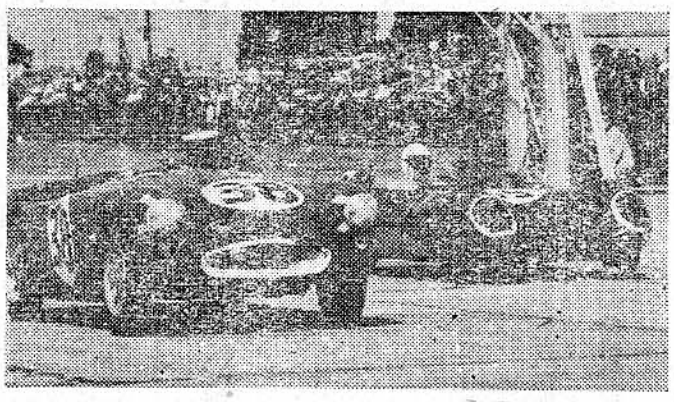

BILL LOVE, left, is shown in the Sebring 38 AC Bristol, passing Cliff Allison in a works Lotus at last year's 12-hour classic. Love is recognized as one of the leading AC Bristol pilots in the world.

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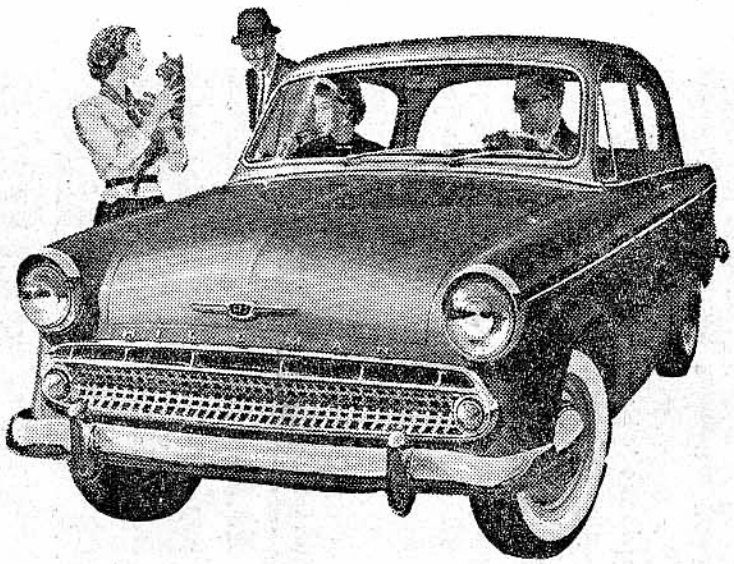

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